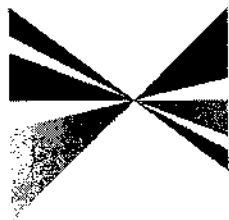


SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Riverside County: Marlon Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loweridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Blane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burghon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Oviatt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

SSP-12/16/04

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

**Thursday, January 6, 2005
10:30 a.m. – 12:15 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, California 90017
213. 236.1800**

VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501
951.784.1513**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and Communications Committee are also available at:

www.scag.ca.gov/committees/tcc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

- | | <i>PAGE #</i> | <i>TIME</i> |
|--|--------------------------------|-------------|
| 1.0 <u>CALL TO ORDER & PLEDGE
OF ALLEGIANCE</u> | Councilmember Garcia,
Chair | |
| | | |
| 2.0 <u>PUBLIC COMMENT PERIOD</u> | | |
| <p>Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. When you are called to speak, please come forward and state your name for the record.</p> | | |
| | | |
| 3.0 <u>REVIEW and PRIORITIZE AGENDA ITEMS</u> | | |
| | | |
| 4.0 <u>CONSENT CALENDAR</u> | | |
| | | |
| 4.1 <u>Approval Items</u> | | |
| 4.1.1 <u>Approve Minutes of November 4, 2004</u> | | |
| Attachment | 1 | |
| | | |
| 4.2 <u>Receive and File</u> | | |
| 4.2.1. <u>SCAG Future Events Calendar</u> | | |
| Attachment | 9 | |
| | | |
| <p>A working calendar of projected
SCAG meetings and events.</p> | | |

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
5.0	<u>ACTION ITEMS</u>		
	None at this time.		
6.0	<u>INFORMATION ITEMS</u>		
6.1	<u>Southern California Regional ITS Architecture Update</u> A briefing on the purpose, requirements, schedule, and status of the Southern California Regional ITS Architecture, in preparation for adoption by the TCC in February 2005.	Bob Huddy, SCAG Staff & Jackie Golob, NET Corp.	12 15 minutes
6.2	<u>Staff Analysis of Go21's Principles Attachment</u> Staff will provide a briefing on Go21's statement of principles and policy recommendations. Go21 advocates for the increased use of rail to transport freight.	Philbert Wong, SCAG Staff	14 10 minutes
6.3	<u>Los Angeles-San Diego San Luis Obispo Rail Corridor (LOSSAN) Attachment</u> An overview presentation of LOSSAN.	Linda Culp, SANDAG	19 15 minutes

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
6.0	<u>INFORMATION ITEMS</u>		
6.4	<u>Orange County Toll Lane Alternatives</u> Councilmember Hernandez and Jen Johnson of the Technical Advisory Committee will discuss Orange County Toll Lane Facility Alternatives.	Councilmember Hernandez, Anaheim & Jen Johnson, TAC 21	20 minutes
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Councilmember Lowe	
8.0	<u>CHAIR REPORT</u>	Councilmember Garcia, Chair	
9.0	<u>STAFF REPORT</u>	Rich Macias, SCAG Staff	
10.0	<u>FUTURE AGENDA ITEMS</u> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		
11.0	<u>ANNOUNCEMENTS</u>		
12.0	<u>ADJOURNMENT</u> The next meeting of the Transportation and Communications Committee is scheduled for Thursday, February 3, 2005, at the SCAG office.		

Transportation and Communications Committee

November 4, 2004

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at SCAG Offices downtown Los Angeles. The meeting was called to order by Lee Ann Garcia, Chair, City of Grand Terrace. There was a quorum.

Members Present

Adams, Steve	City of Riverside
Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry (Vice Chair)	City of San Gabriel
Bone, Lou	City of Tustin
Burke, Yvonne	City of Los Angeles
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forrest
Flickinger, Bonnie	City of Moreno Valley
Garcia, Lee Ann (Chair)	City of Grand Terrace
Gurule, Frank	City of Cudahy
Herrera, Carol	SGVCOG
Lowe, Robin	City of Hemet/RCTC
Lowenthal, Bonnie	City of Long Beach
Miller, Llewellyn	City of Claremont
O'Connor, Pam	City of Santa Monica
Pettis, Greg	Cathedral City
Proo, Bea	City of Pico Rivera
Ridgeway, Tod	City of Newport Beach
Smith, Charles	OCTA
Smith, Greg	City of Los Angeles
Spence, David	Arroyo Verdugo COG
Stanford, Dick	City of Azusa
Szerlip, Don	South Bay Cities
Urranga, Tonia Reyes	City of Long Beach

Transportation and Communications Committee
November 4, 2004

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Members Not Present

Becerra, Glen	City of Simi Valley
Baine, Paul	San Bernardino County
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Cole, George	Gateway Cities
Davis, Bill	City of Simi Valley
DeLara, Juan	City of Coachella
De Young, Cathryn	City of Laguna Niguel
Dunlap, Judy	City of Inglewood
Fasana, John	City of Duarte
George, Gary	City of Redlands
Hall, Isadore	City of Compton
Hernandez, Robert	City of Anaheim
Herzog, Peter	OCOG
Keenan, Tim	City of Cypress
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Millhouse, Keith	City of Moorpark
Nuaimi, Mark	City of Fontana
Ovitt, Gary	City of Ontario
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smyth, Cameron	City of Santa Clarita
Sykes, Tom	City of Walnut
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena

New Members

None

Transportation and Communications Committee
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Action Minutes

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

Hon. Lee Ann Garcia, Chair, called the meeting to order at 11:05 a.m.

Congratulations were extended to the following individuals on their re-election:

Bonnie Flickinger	Moreno Valley
Lou Bone	Tustin

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE

No changes requested.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Action Minutes of October 7, 2004

It was noted and corrected that Richard Dixon, Lake Forest, was present at the October 7, 2004 meeting.

4.2 Receive and File

4.2.1 SCAG Legislative Matrix

4.2.2 Intergovernmental Review (IGR)

MOTION was made to approve the consent calendar items, SECONDED, and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

There were no Action Items at this time.

6.0 INFORMATION ITEMS

6.1 Ontario International Airport Ground Access Plan

Mr. Viggen Davidian, SCAG Consultant, Meyer, Mohaddess Associates, briefed the Committee on the current status of the Ground Access Study (GAP). As part of the Regional Transportation Plan update process, SCAG is required to develop a regional ground access improvement program for the airport system. Accordingly, SCAG has initiated a ground access study for the Ontario International Airport,

Transportation and Communications Committee
November 4, 2004

Action Minutes

working closely with the City of Ontario, San Bernardino Associated Governments, Caltrans, and Los Angeles World Airports.

The objectives of the study are as follows:

- identify and quantify existing and future ground access deficiencies;
- develop and evaluate comprehensive alternative improvement strategies,
- prioritize these alternative strategies; and,
- coordinate the actions of local, regional and state governments in developing a comprehensive implementation program for the recommended Ground Access Plan.

Next steps include:

- identification and evaluation of additional improvement strategies
- development of project cost estimates and feasibility
- analysis and selection of improvements
- development of prioritization and implementation plan

6.2 State and Federal End of Session Update

Don Rhodes, SCAG staff, presented an update on transportation legislation currently pending before the State and Federal Legislature.

State Budget

At the time of the release of the Governor's FY 2004-05 budget proposal in January, the budget deficit totaled \$15 billion. Following the May Revision and weeks of negotiations, the Governor and legislative leadership agreed to a budget containing \$16.1 billion in combined two-year solutions, including loans and borrowing, fund shifts, and program savings among others.

A component of the budget was a \$1.3 billion annual diversion of local property tax revenues to the General Fund in both FY 2004-05 and FY 2005-06 in exchange for limits on future state diversions of local funds. Transportation funds were also used to close the budget gap. The budget suspends Proposition 42, shifting \$1.2 billion from the Transportation Investment Fund to the General Fund. Repayment is due by June 30, 2008. In the meantime, bonds backed by tribal gaming revenues will be used to repay \$183 million to the Traffic Congestion Relief Fund and \$1.2 billion in transportation loans due in FY 2005-06. The passage of either Proposition 68 or 70 on November 2nd will void the compact, however, and no bonds will be issued, making the source of repayment funds unclear.

Transportation and Communications Committee
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State Bills of Interest

In the TCC, the reauthorization of TEA-21 and state transportation funding were of primary concern. Constitutional amendments ACA 24 (Dutra) and ACA 29 (Harman), regarding Proposition 42 protections, did not advance, but AB 2628 (Pavley), authorizing the use of HOV lanes by certain hybrid vehicles, was enacted and signed by the Governor. SCAG opposed AB 2628.

Federal Update

Don Rhodes introduced John O'Donnell, SCAG Federal Lobbyist, C2. Mr. O'Donnell gave a brief update on the status of a couple of items in Washington. He pointed out that with the Republican's strengthening their hold in the Senate and in the House and with the President in his last term, we are going to see more concentration on international affairs and more attention to the deficit issue. How this will impact what SCAG is doing? There is going to be a struggle in the reauthorization process over the amount of money that is going to be available for infrastructure spending on transportation projects.

Appropriations

Don Rhodes, SCAG staff, continued his update. He went on to say that both houses of Congress approved a stopgap spending measure to fund all federal programs through the first seven weeks of the 2005 fiscal year. The "Continuing Resolution" (CR) allows Congress to recess before the November 2, 2004 election only to return for a post-election lame-duck session starting November 15, 2004. The CR extends funding levels based on FY 2004 terms and conditions, and spending rates. As it currently stands, the Transportation-Treasury bill will more than likely become a part of an omnibus bill for FY 2005 spending.

New Starts rail projects that have Full Funding Grant Agreements (FFGA) or that are expected to sign an FFGA within the next six months were the only earmarks. Of the projects listed in the SCAG Six County Appropriations Request list for FY 2005, the only project that received an earmark was the Los Angeles County Metropolitan Transportation Authority Eastside Light Rail Transit Project for \$60 million. This is because no highway projects were earmarked. It was understood that highway earmarks were to be dealt with at a later time.

Reauthorization of TEA-21

Faced with the prospect of losing some \$1.8 billion in fiscal year 2004 obligation authority as the fiscal year ended, and unable to reach agreement on a multi-year reauthorization, Congress approved a sixth temporary extension (HR 5183) of TEA-21, to maintain federal transportation programs through May 31, 2005.

Transportation and Communications Committee
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6.3 Statewide Transportation Performance Measures

Naresh Amatya, SCAG staff, presented this item. He indicated that under the direction of California Business, Transportation and Housing Secretary, Sunne McPeak, Caltrans is in the process of developing statewide transportation system performance measures that are designed to help influence policies, practices and decision making of transportation agencies as well as individual system users.

The first phase of this effort primarily consisted of establishing and identifying key performance outcomes/measures, potential data sources, responsible parties, and potential time frame for their implementation. Nine performance measures, which are consistent with SCAG's measures, were identified through this process. They are: 1) Mobility/Reliability/Accessibility; 2) Productivity; 3) System Preservation; 4) Safety; 5) Environmental Quality; 6) Coordinated Transportation and Land Use; 7) Economic Development; 8) Return on Investment; 9) Equity.

The second phase of this effort, which was kicked-off on September 16, 2004, involves developing an implementation or an action plan for the utilization of performance measures on a statewide basis. The goal is to develop a prototype system performance report by January 2005 for the first six performance measures. From this prototype performance report, development will be utilized in further refining and establishing statewide performance measures over the next twelve months.

6.4 Draft 2005 State and Federal Legislative Program

Don Rhodes, SCAG staff, provided a report on the Regional Council's adoption of a state and federal legislative program that guides the legislative activities of SCAG in the coming year. The 2005 Legislative Program was created with the input of SCAG's Planning and Policy staff and in consultation with the regional county transportation commissions, state and national planning partners, and SCAG's state and federal lobbyists.

Continuing the work of last year, SCAG's federal priority in 2005 will be the reauthorization of TEA-21, which has been extended to May 31, 2005. SCAG's advocacy efforts will again focus on enhancing Southern California's funding opportunities in the next transportation program.

7.0 MAGLEV TASK FORCE REPORT

Maglev Chair, Robin Lowe, reported that the task force did go through the overall report on the LAX South High Speed Ground Access Study. The task force opened all the alignment options, 1-4, for further consideration during Phase II which will not deal with any expansion of Los Angeles. There was action taken by the City of Los Angeles and the task force will discuss that as it pertains to this access route at its next meeting. The

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committee did go over the MOU for the initial operating segment with the City of Ontario, Los Angeles, SANBAG. The MOU specifically deals with preliminary engineering and the City of Los Angeles has requested an alternative analysis. The committee has received and signed FRA grants and those will begin as soon as we have participation signed from Lockheed-Martin. The next meeting is scheduled for November 17th.

8.0 CHAIR REPORT

No report at this time.

9.0 STAFF REPORT

Rich Macias, SCAG Transportation Manager, stated that earlier today Heather Copp spoke to the committee about the OWP and how that process has proceeded. In this years OWP, SCAG staff is tasked with developing the plan for the 2007 Regional Transportation Plan. Staff has commenced drafting the implementation plan, in a recent informal discussion with many of the sub-regions it was explained to them what SCAG was planning to do. It was well received. Earlier this week Mr. Macias presented the proposed plan to Mark Pisano and the Directors here at SCAG. Their comments were received and staff is addressing their comments on the plan. Staff will finalize the comments and the plan will be brought forward to the committee most likely in February 2005.

10.0 FUTURE AGENDA ITEMS

None at this time.

11.0 ANNOUNCEMENTS

Richard Dixon, Lake Forrest, stated that because the Goods Movement Committee is a sub-committee of the TCC, he announced that Harry Baldwin, Bev Perry, and himself attend the UCLA Arrowhead conference which was focused on Goods Movement. It was an outstanding conference but one of the things that was pointed out was the lack of participation in this issue by elected officials. There are very few elected officials who attend the committee, but it is heavily attended by the private sector. Mr. Dixon encouraged all those individuals who represent communities or districts along the 710, the 60, all the major corridors, etc., that they need to start showing up at the Goods Movement meeting because that is where the preliminary discussions are held with regards to rail and trucking.

Harry Baldwin, San Gabriel, announced that on November 5th the Alameda Corridor East Construction Authority would be having a groundbreaking ceremony/luncheon of the Third Grade Separation at the Ramona crossing in El Monte.

Transportation and Communications Committee
November 4, 2004

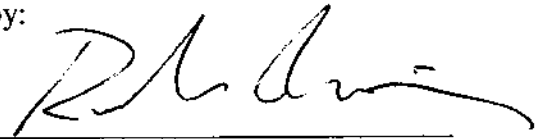
Action Minutes

12.0 ADJOURNMENT

Chair Garcia adjourned the meeting at 12:09 p.m.

The next committee meeting will be held on December 2, 2004,
at the SCAG Office.

Action Minutes Approved
by:



Rich Macias, Manager
Transportation Planning &
Programming

January 2005 Events

Please visit www.scag.ca.gov for additional information and updates.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4 10:00a Aviation Technical Advisory (location varies) 11:00a Communica tion & Membership	5 11:30a ASPA	6 8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 10:30a TCC 12:30p RC 6:30p LA County League of Cities	7	8
9 TRB	10 TRB California Contract Cities	11 TRB	12 TRB	13 TRB 12:00p Strategic Plan	14	15
16	17 Martin Luther King Jr. Holiday Observed - SCAG Offices Closed	18	19 9:30a Goods Movement 10:00a Audit/Best Practices 11:15a MAGLEV	20	21	22
23	24	25 Regional ITS (tentative) 10:00a Transportati on Conformity Working Group	26 9:30a Modeling Task Force	27 9:30a Subregional Coordinator s 10:30a San Bernardino City/County Managers TAC	28	29
30	31					

DATES AND TIMES ARE SUBJECT TO CHANGE WITHOUT NOTICE

Printed December 16, 2004

February 2005 Events

Please visit www.scag.ca.gov for additional information and updates.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 11:00a Communica tion & Membership	2	3 8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 12:30p RC 6:30p LA County League of Cities	4 NARC	5 NARC 11:30a ASPA
6 NARC	7 NARC	8 NARC	9	10 10:00a Water Policy 10:00a Aviation Technical Advisory Committee (location varies)	11	12
13	14	15	16 9:30a Goods Movement 11:15a MAGLEV	17	18	19
20	21 Presidents Holiday Observed - SCAG Offices Closed	22 10:00a Transportati on Conformity Working Group	23	24 9:30a Subregional Coordinator s	25	26
27	28					

DATES AND TIMES ARE SUBJECT TO CHANGE WITHOUT NOTICE

Printed December 16, 2004

March 2005 Events

Please visit www.scag.ca.gov for additional information and updates.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 11:00a Communica tion & Membership	2	3 8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 12:30p RC	4	5 11:30a ASPA
6	7	8	9	10 10:00a Aviation Technical Advisory Committee (location varies)	11	12
13	14	15	16 9:30a Goods Movement 11:15a MAGLEV	17	18	19
20	21	22 10:00a Transportati on Conformity Working Group	23 9:30a Modeling Task Force	24 9:30a Subregional Coordinator s	25	26
27	28	29	30	31		

DATES AND TIMES ARE SUBJECT TO CHANGE WITHOUT NOTICE

Printed December 16, 2004

MEMO

DATE: January 6, 2004

TO: Transportation & Communications Committee

FROM: Bob Huddy, Senior Transportation Planner,
213-236-1972; huddy@scag.ca.gov

RE: Southern California Regional ITS Architecture Update

SUMMARY:

Federal regulation requires the development of a regional Intelligent Transportation System (ITS) Architecture. Ms. Jackie Golob, Project Manager for NET will give an overview of the rule, requirements, schedule, and progress to date. Staff will be returning to TCC in February 2005 with a draft of the Southern California Regional ITS Architecture for review and approval.

BACKGROUND:

The Southern California Regional ITS Architecture is being developed to guide the integration and deployment of ITS to improve the safety and efficiency of the regional transportation system. The region is required to develop a Regional Architecture pursuant to Federal Regulations contained in CFR 940.9 and 940.11. This regulation requires that a Regional Architecture be in place by April 8, 2005. ITS projects funded through the Highway and Transit Trust Funds must be consistent with the Regional Architecture to be eligible for Federal funding. The intent of the regulation is to promote the development of ITS systems that are effective and compatible in the exchange of information to better manage and operate the transportation system.

ITS systems use advanced technologies in detection, communications, and computing to improve the management and operation of the surface transportation system. ITS includes things like computerized traffic signal systems, changeable message signs, traffic detection, video surveillance, ramp metering, rapid bus, "real time" traffic and transit information systems, automated toll and fare collection, automated vehicle location, weigh in motion, automated commercial vehicle credentials, and traffic management centers. ITS creates a capability to proactively manage highway and transit systems, to share "real time" traveler information with the public, improve safety, emergency response, and enhance homeland security. The application of ITS technologies can result in significant economic benefits from improved operational efficiency, more effective use of our transportation investments, and improved economic competitiveness of the region.

SCAG has contracted with a consulting team lead by National Engineering Technologies (NET) Corporation to assist in developing the Regional ITS Architecture. This is a bottom up stakeholder driven process that includes all of the County Transportation Commissions, Caltrans Districts, Imperial County, and Metrolink. The final product will be based upon input from the Regional Integration of ITS from LACMTA and the Inland Empire ITS Architecture as building blocks, and will include updates of the Architectures for Ventura County Transportation

#105110 v3 - 05-255 TCC ITS 11-11-04

MEMO

Commission, Orange County Transportation Authority, and Imperial County, as well as Region-wide systems.



MEMO

DATE: January 6, 2005
TO: Transportation and Communications Committee
FROM: Philbert Wong, Assistant Regional Planner
wongp@scag.ca.gov, 213-236-1883
RE: Go21 Policy Analysis

SUMMARY

At the request of Councilmember Sid Tyler, City of Pasadena, staff has prepared a memo relating Go21's statement of principles to SCAG's goods movement planning efforts. Go21, which stands for Growth Options for the 21st Century, advocates for increasing the volume of goods handled by rail. SCAG recognizes that rail transportation will continue to play a significant role in the movement of goods, and as a result rail infrastructure improvements, including track capacity and grade separations, will be needed to accommodate future growth. SCAG recognizes this fact and included these improvements in the 2004 RTP. Furthermore, SCAG has proposed the use of tax credit bonds to finance such improvements. In addition, SCAG supports exploring options for reducing truck trips and increasing rail use. Such strategies, such as inland ports, offer the potential for reducing truck trips and therefore merit further study. However, even if strategies to increase rail use to and from the ports can effectively be implemented, the region will still experience a large increase in truck trips, warranting the need for highway infrastructure improvements.

BACKGROUND

Go21 is a non-profit organization that advocates for increasing the volume of goods hauled via rail transportation relative to trucking as a means of reducing highway congestion, improving the environment, and improving quality of life. Currently, the railroad industry is the sole financial supporter of Go21, though Go21 will be seeking other sources of funding in the future.

Go21 advocates for increasing the use of rail in the movement of goods. According to the American Association of State Highway and Transportation Officials (AASHTO), freight volumes are expected to increase more than 67% by 2020. Based on this data, Go21 believes that the increased use of rail for goods movement will improve quality of life, reduce highway congestion and improve safety, and improve air quality. Furthermore, Go21 believes that investments in rail infrastructure are an efficient use of tax dollars. (see attachment on the fourth page of this memo for a detailed description of Go 21's statement of principles)

According to Go21's website, Go21 has received support from a variety of individuals and organizations, including the following from California (current as of 11/15/04):

- Councilmember Arthur C. Brown, City of Buena Park
- Mayor Jim Dear, City of Carson
- California State Senator Betty Karnette (representing portions of southern Los Angeles County, including the cities of Long Beach, Cerritos, and Downey)



MEMO

- California State Senate Majority Leader Don Perata (representing the east bay area of the San Francisco bay area, including the cities of Oakland and Berkeley)
- Mayor Bob Zirbes, City of Diamond Bar

Go21 is currently in the process of formulating an implementation strategy for its statement of principles. One of the key components of their strategy will be in the form of legislative initiatives, including the establishment of tax incentives to assist the railroad industry in investing in rail facility and infrastructure improvements in order to increase capacity and reduce bottlenecks. Go21 would also advocate for public investment in private right-of-way, i.e. railroad infrastructure, should the benefits of such improvements outweigh the costs.

SCAG, as well as the Ports of Long Beach and Los Angeles, project significant growth in goods movement over the next twenty years. For example, the Los Angeles-Inland Empire Mainline Rail Study, completed by SCAG in October 2002, projected freight train traffic to increase from a total of 112 freight trains today traveling on the mainline freight rail network to 165 trains in 2010 to 250 trains in 2025. Furthermore, the Ports of Los Angeles and Long Beach, which in 2003 handled 11.8 million Twenty Foot Equivalent Units (TEUs), forecast that they will be handling as many as 36 million TEUs by 2025, which will generate additional truck and train trips.

To help handle this growth, the railroads are expected to transport a larger percentage of port traffic in the future relative to today. For example, the Alameda Corridor currently handles an average of 38 trains daily, and is forecast to handle 128 trains by 2020. In its Rail Master Planning Study, the Port of Long Beach indicated that the use of on-dock rail will grow significantly by 2020. Last year, approximately 1.87 million, or 16% of TEUs, out of a total of 11.8 million TEUs at the ports were handled via on-dock rail. These containers are transferred directly from ship to train, out of the ports, and onto the regional rail network, bypassing the highway system altogether. By 2020, up to 12.5 million, or 35% of total port TEUs, will be handled via on-dock rail. This figure represents maximum utilization of on-dock rail capacity at the ports.

SCAG supports rail infrastructure improvements such as additional track capacity and grade separations. Based on projected traffic levels, the Los Angeles-Inland Empire Mainline Rail study determined that up to \$1.2 billion would need to be invested into rail infrastructure improvements in order to maintain current service levels. Furthermore, grade separation improvements, including those in the Alameda Corridor East and ONTRAC projects, are estimated to cost an additional \$2.2 billion. Both the rail capacity and grade separations are included in the 2004 Regional Transportation Plan. To finance these improvements, SCAG proposed the issuance of tax credit bonds leveraged from fees assessed on corridor traffic, estimated to be \$5.39 per TEU. This concept is detailed in the Regional Rail Capacity Improvement Program briefing paper, released by SCAG in January, 2004 (<http://www.scag.ca.gov/goodsmove/reportsmove.htm>).

Though rail infrastructure improvements are important to the region, SCAG also recognizes the need to improve the region's highway infrastructure to accommodate growth in truck traffic, as almost all goods will need to travel via truck at some point to reach its ultimate destination. The 2004 RTP indicates that in 2000, heavy-duty truck vehicle miles traveled (VMT) in the region totaled 23,936,842 miles. By 2030, heavy-duty truck VMT is projected to increase to 39,072,082

MEMO

miles. Furthermore, truck trips will increase from 1.1 million in 2000 to 1.6 million by 2030. Additionally, the Ports of Los Angeles and Long Beach project that daily truck trips generated at the ports will increase from 34,725 today to between 85,000-102,000 daily truck trips by 2020, even after accounting for the increased use of on-dock rail. This increase will be reflected on the region's highways - at the I-710 at Rosecrans, for example, daily truck traffic is forecast to increase from 33,100 today to 61,700 by 2030. Highway infrastructure improvements are needed in addition to rail capacity improvements to handle the increasing volume of goods flowing through the region.

In terms of shifting cargo from trucks to trains, the Ports of Los Angeles and Long Beach, in partnership with the Alameda Corridor Transportation Authority, are currently working on strategies to reduce truck trips and increase the use of rail to transport goods to and from the ports. The first of these strategies is to extend gate hours and weekend shifts, so that trucks are able to transport more goods during nighttime and weekend hours. The second is to initiate a pilot shuttle train project that would help shift the transportation containers currently carried by truck to trains. The third is to develop a "virtual container yard", which would help reduce truck trips by reloading empty containers already on their way to the port with goods destined for export. Initial findings of this study indicate that using a combination of the three strategies, in 2005 weekday truck trips can be reduced approximately 18%. In 2010, these strategies have the potential to reduce weekday truck trips almost 20%. These results demonstrate that significant reductions in daily truck trips and associated congestion could occur as a result of a combination of strategies, and not from any single strategy.

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Statement of Principles

Go21 STATEMENT OF PRINCIPLES

Go21 is a non-profit, public interest organization dedicated to improving the quality of life for all Americans and building a stronger economy by promoting increased use of freight rail transportation as an alternative to continued reliance on an overcrowded highway system. Go21's mission is based on the following principles:

Growing Freight Volumes will Make Congestion Worse on Our Overcrowded Highways The U.S. economy and population are growing and the amount of freight that must be transported is increasing, even as numerous U.S. highways are already so heavily congested that they are at or near their capacity. With freight volumes expected to jump more than 67 percent by 2020, according to the American Association of State Highway and Transportation Officials (AASHTO), we must pursue growth options designed to move goods as safely and efficiently as possible.

Freight Transportation and Quality of Life Are Directly Connected How our nation's freight is transported directly impacts our quality of life – the strength of our economy and the number of available jobs; the safety of our highways; the amount of traffic congestion we encounter; the prices we pay for everything from household goods to electricity; the air we breathe; and the efficient use of our tax dollars.

Freight Rail Improves Quality of Life Rail intermodal is the fastest growing segment of the U.S. freight railroad industry. It combines the long haul efficiency of rail with the door-to-door convenience of trucks. When truck trailers move by rail, quality of life improves.

Rail Relieves Highway Gridlock and Makes Highways Safer One intermodal train can carry 280 truck trailers—the equivalent of more than 1,000 automobiles in terms of highway congestion. With freight volumes growing, more truck trailers moving by rail will mean less congested and safer highways.

Rail is Fuel Efficient and Better for the Environment Rail moves a ton of freight more than 400 miles on just one gallon of fuel. Rail reduces harmful air pollutants by 6 to 12 times. State transportation officials call rail a "preferred mode" for hauling hazardous materials because of fewer spills and accidents.

Rail Yields Financial Benefits America's railroads save money for businesses and consumers. According to AASHTO, rail investments are an efficient use of tax dollars, providing as much as a 12 to 1 return on investment.

I support the Go21 mission of building a stronger economy, effective solutions to highway congestion, a cleaner environment, and improved quality of life by

Policy Issues

- [Public Private Partnerships](#)
- [AASHTO Freight-Rail Bottom Line Report](#)
- [How Rail Can Improve Congestion](#)
- [Congestion Study: Traffic Getting Worse!](#)

advocating for increased use of freight railroad transportation .

Click here to see who has signed in support of the Go21 Statement of Principles.

admin@go21.org

MEMO

DATE: January 6, 2005

TO: The Transportation and Communications Committee (TCC)

FROM: Sina Zarifi, Senior Regional Transportation Planner
Phone: (213) 236-1853 E-Mail: zarifi@scag.ca.gov

SUBJECT: Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN)
Overview

SUMMARY:

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) is responsible for coordination of planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego. An overview of the Agency and its activities is presented by Linda Culp, Senior Transportation Planner with SANDAG.

BACKGROUND:

Recognizing the critical need to improve the safety, reliability, capacity, and customer experience along the entire corridor, the LOSSAN rail corridor agency was formed in 1989. Known as Amtrak's *Pacific Surfliner* corridor, it is the second busiest intercity passenger rail corridor nationwide, with a record 2.2 million passengers in FY 2005. One in every nine Amtrak passengers uses the *Surfliner* corridor. This corridor also is shared with Metrolink and Coaster commuter rail service and freight (Coaster service operates between Oceanside and downtown San Diego).

LOSSAN's member agencies represent rail owners, operators, and regional transportation planning agencies along the entire six county, 351-mile corridor. A LOSSAN membership roster is provided as Attachment A. SCAG is an ex-officio member of LOSSAN and was critical in establishing the agency in 1989.

LOSSAN and its member agencies have a history of providing capital and operating funds to the entire corridor. The State of California has provided more than \$1 billion in improvements, Amtrak has contributed \$200 million, and local agencies have contributed \$300 million in the corridor since the 1970s.

Despite success at funding, securing rail funds remains a challenge for LOSSAN as well as its member agencies. An Amtrak-sponsored plan in 2001 identified more than \$4 billion in improvements along the entire LOSSAN corridor, two-thirds of which is currently single-track. A key theme to LOSSAN and its efforts is that improvements in any portion of the corridor will mean improvements to intercity, commuter, and freight rail services. The LOSSAN Joint Powers Board meets quarterly and the Technical Advisory Committee (TAC) meets generally every other month.



LOSSAN

(LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO RAIL CORRIDOR AGENCY)

MEMBERSHIP

This board is composed of current and former elected officials representing rail owners, operators, and planning agencies along Amtrak's Pacific Surfliner corridor between San Diego and San Luis Obispo. LOSSAN is staffed by SANDAG. The objective of the agency is to coordinate planning and programs that increase ridership, revenue, reliability, and safety on the coastal rail line from San Luis Obispo to Los Angeles to San Diego.

The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency meets every quarter.

*Staff contact: Linda Culp
(619) 699-6957; lcu@sandag.org*

MEMBERS

Chair: Arthur Brown
Orange County Transportation Authority

Vice Chair: Jacki Bacharach
Los Angeles County Metropolitan Transportation Authority

Julianne Nygaard
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Ex Officio Member

Richard Dixon
Southern California Association of Governments

Additional Technical Advisory Committee Members

Amtrak

Burlington Northern Santa Fe

California Public Utilities Commission

Southern California Regional Rail Authority

Union Pacific

Revised: September 13, 2004

MEMO

Date: January 6, 2005

To: Transportation and Communications Committee

From: Alan Bowser, Senior Regional Transportation Planner
(213-236-1843) or Bowser@scag.ca.gov

RE: Foothill South Toll Road Alternatives Presentation

SUMMARY

Foothill-South is the proposed southern extension of the 241 Toll Road in Orange County to the I-5 near San Clemente. This proposed route has been subject to planning efforts for more than 20 years by a wide range of local, regional, state, and federal agencies.

BACKGROUND

The Transportation Corridor Agencies (TCA) were formed in 1986 to plan, finance, construct and operate Orange County's 67-mile public toll road system. Their mission is to enhance mobility in Orange County and Southern California by developing and operating publicly owned toll facilities as a part of the regional transportation system.

Foothill-South is the proposed southern extension of the 241 Toll Road in Orange County to the I-5 near San Clemente. This proposed route has been subject to planning efforts for more than 20 years by a wide range of local, regional, state, and federal agencies. Foothill-South is a general term referring to the toll road extension, although different alignments, or routes of the road, were studied. In addition, three non-toll road alternatives were studied.

An Environmental Impact Statement (EIS)/Subsequent Environmental Impact Report (SEIR) has been prepared to satisfy state and federal environmental laws. The purpose of the Draft EIS/SEIR was to analyze all potential environmental, socio-economic, and traffic impacts of 10 project alternatives under various scenarios for housing development and build out of the Orange County's Master Plan of Arterial Highways.

At this time there is no preferred alternative identified in the Draft EIS/SEIR. The purpose of the document was to scientifically evaluate all the project alternatives equally and disclose the traffic benefits and potential environmental impacts of all of the alternatives.

Council Member Hernandez and TCA staff will Brief TCC members on the alternatives.

#105982 v1 - SR 241 Foothill South TCC Memo

